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LONDON LETTER

by "The Londoner"



The Right Honourable Leslie Hore-Belisha, Secretary of State for War in the British Government

Elloquent War Minister

Mr. Leslie Hore-Belisha, the British Minister for War, whose speech announcing the vast expansion of the Territorial Army came as a cheering surprise to the Members of the House of Commons last week, is one of the ablest of the younger Ministers.

He is a first class orator, and was President of the Oxford Union Society — that University school of orators and statesmen. His predecessors included Mr. Gladstone, the late Lords Birkenhead and Curzon, Mr. Asquith — the Prime Minister at the outbreak of the world war, and the present Archbishops of Canterbury and York; men of letters such as Mr. Hilaire Belloc, and — among his Cabinet colleagues — Sir John Simon, the Chancellor of the Exchequer.

Mr. Hore-Belisha fought throughout the war in the Army, rose to the rank of Major, and was mentioned several times in despatches.

He entered Parliament in 1923 — four years after leaving Oxford, but for a long time, though marked out as one of the most promising young men, he was unable to make much headway in a predominantly Conservative or Socialist political world, owing to his Liberal views.

A Reformer in Two Offices.

At the formation of the National Government in 1931, however, Mr. Hore-Belisha entered the Administration as a National Liberal. His tenure of the formerly rather insignificant office of Minister of Transport was remarkable for the fact that it saw the passing of the Highway Code and the institution of such highly successful traffic safety devices as the "Belisha beacons" and "Belisha crossings".

His period at the War Office has been equally remarkable, for, in spite of criticism, it has coincided with the tremendous expansion of the British Army — both Regular and Territorial — and some very outstanding Army reforms.

Mr. Hore-Belisha is a keen boxer and gardener, and at one time indulged in a certain amount of amateur building. In this activity, however, he has been eclipsed by Mr. Winston Churchill, who received for his activities down at his house at Chartwell an honorary ticket of membership of the Bricklayers' Union.

Doubling the Territorial Army.

In launching the new recruiting campaign which will bring the Territorial Army up to double war strength, Mr. Hore-Belisha pointed out that the Territorial Army is already the largest voluntary Army in the world.

He emphasized its voluntary and its democratic nature, describing it as a Citizen Army. "We shall find", he said, "our new officers, whenever possible, by the promotion of existing Territorial soldiers from the ranks"; while to many who had written asking for commissions he had replied asking them to show their public spirit by serving in the ranks.

Governments in England do not exact; they appeal, and Mr. Hore-Belisha appealed for 250,000 more men. "Double up and double the Territorial Army" was the motto upon which he based his appeal.

The Citizen's Response.

Another interesting characteristic of the Territorial Army is the fact that it is not centrally but locally administered. For a voluntary system this obviously affords greater recruiting possibilities.

The recent widespread response to the recruiting campaign gives ample proof of the preparedness of the ordinary British citizen to play his part to the full in the nation's firm stand against aggression, whenever this may arise.

A Peoples' Plane.

The British motor industry has long been renowned for the smaller or midget types of motor car. It now seems possible that this country is also to be the originator of a midget type of aeroplane.

Mr. William Mason, an employee of an important aeronautical works at Rochester, is building a "plane, measuring only 19 feet (6 metres) in length and with a wing span of 23 feet (7 metres)", which he contends will easily be able to be towed from home to aerodrome by car.

It can be assembled for flight in five minutes and in five minutes can be dismantled into, a space of eight feet, ready for transport again.

The Motor-car's New Rival.

Fitted with a 40-horse-power engine, this tiny aircraft is expected to have a range of 300 miles and a running cost of no more than that of a small car.

If this experiment succeeds, and

The greatest interest has been aroused by Britain's new political commitments in Europe. In this article Mr. Herbert Dawson who has made a detailed study of British military defences on land and sea and in the air — discusses some of the factors which make Great Britain the most valuable ally in the world.

The attention of Europe is directed to Great Britain's potential resources in time of emergency. At this time of crisis other countries have a right to ask what is the state of her defences and what power she can put into an attack, what response can be expected from the overseas Dominions, and what is the spirit of the ordinary British citizen. To each of these questions there is a clear and definite answer, and from these answers one salient fact emerges — that the moral and material resources of the British Empire are virtually inexhaustible and that for this reason she always has been and still is the most formidable and dangerous opponent that can be met with in war. Against the granite rock of England's moral and material resources the greatest forces of Europe have broken time and again.

This is truer to-day than ever it has been in the past. Every mile

Mr. Mason hopes to have his "plane ready for flight in a couple of months, the whole field of civil aviation may be revolutionized.

The airplane will be brought within the financial limits of the ordinary citizen and may at last enter into direct competition, as a mode of everyday transport, with the motor car and railway.

B. B. C. 's New Chairman.

Amid the disturbing events of last week, the purely domestic matter of the appointment of a new Chairman for the British Broadcasting Corporation passed without much comment.

The new Chairman is Sir Allan Powell, who made his name during the War as officer in charge of the British Government war refugees camp, which maintained 4,000 beds for soldiers and civilian refugees of the allied nations.

The Chairman of the B. B. C. should not be confused with the Director-General. The Chairman and the other Governors are appointed by the Crown, and it is they who select the Director-General, who is at present Mr. F. W. Ogilvie.

Sir Allan Powell replaces Mr. R. C. Norman, brother of Mr. Montagu Norman, Governor of the Bank of England. His appointment is, of course, entirely a non-political one. Indeed, apart from his administrative experience, one of his chief qualifications is that he is "an ordinary representative listener" — a man who will be very valuable to the B. B. C. in its delicate task of combining popular appeal with political aloofness.

of an army's march means that thousands of boots must be replaced; every shot fired means a weakening of reserve strength in the national arsenals. Not an aeroplane can leave the ground, not a ship leave harbour, without petrol or oil — often irreplaceable — and not a day passes but the entire population, civil and military, must be fed. On their capacities for keeping up these supplies must the power of nations be judged, and by these standards Great Britain is the strongest power in the world to-day.

The British Empire is still growing. It covers one quarter of the earth's surface, contains a quarter of the earth's population, and has increased by eighty million since 1911. It is a united Empire, a block of free nations each capable of immense industrial or agricultural development. Dominions and Colonies are united by a common loyalty to the British Crown and to British ideals — the ideals of personal freedom, national liberty and international honesty. In every major crisis since 1914 the Empire has spoken with a single voice, and during the past few days Dominion Premiers, the Opposition leaders and newspapers of all parties have voiced their abhorrence of political brigandage and their determination to stand as sovereign peoples in the battle line of freedom.

More than one European nation is on the verge of bankruptcy, but the monetary position of Great Britain is strong enough to bear far heavier burdens. During the last financial year, our National Revenue was \$444,750,000, the largest amount received since the post-war period of 1919-1921. The position of gold reserves is constantly changing, but Great Britain recently possessed 18 per cent of the world's store. This country, France and the United States control between them 83 per cent of the total reserve. In 1918 the British people were spending \$7,443,000 a day for war purposes, and in the course of that struggle they lent \$1,465,000,000 to their friends and Allies. Should the need arise, this country is capable of exerting an equal financial effort.

The economic strength of the Empire lies chiefly in her unsurpassed reserves of raw material. Figures for 1937 show that 56 per cent of the world's gold, 87 per cent, of nickel, 49 per cent of tin and zinc, and 58 per cent of the world's total rubber output came from British territory. Lead and copper are of vital importance, and, by controlling 30 per cent of the supply, the Empire is assured of adequate shipments of these metals. Seventy per cent of the world's asbestos is mined in Empire countries, while the potential food production of the overseas Dominions is beyond

calculation. Under modern conditions, fabrics play an important part in military economy; 45 per cent. of the world's wool and 24 per cent. of the total cotton crop is grown or produced under the British flag.

Great Britain is, of course, dependent upon outside supplies of certain products. Our oil production is negligible, and only 12 per cent. of the world's iron ore is under British control. The full importance of our naval power now becomes evident. In time of war, control of trade routes is of much greater importance than commercial treaties which may become impossible to operate.

With gold to pay for purchases, with freight ships to carry them and war ships to ensure their safe arrival, Great Britain is in a fortunate position. Alone among the nations she can assure her own essential supplies, while denying them to any possible antagonist. No one believes that aerial attack, no matter how savage, can break this country's will. Without such a breakdown, Britain remains secure behind her ocean barriers. But the economic defences of the Empire rest upon its military strength, and the backbone of military strength is man power. During the Great War the Empire enlisted 8,568,202 combatant soldiers, largely by voluntary service. Should war come to-day, it is certain that some form of military conscription would be enforced. But the British respond to the call of moral issues as readily as to State compulsion, and wanton military aggression would rouse as much indignation as did the invasion of Belgium in 1914.

The Royal Navy's Britain's first line of defence. The duties of the fleet are fourfold. It must clear the seas of hostile ships and ensure the safe arrival of merchant shipping in British ports. It must institute and maintain an effective blockade against all enemy countries. It must destroy, or contain in harbour, hostile battle fleets, and it must assist the movement of British military forces overseas, covering their ocean passages and maintaining their communications with Great Britain. The Navy, as it is to-day, is strong enough to perform all these tasks: within a year its superiority will be almost doubled.

This year's Naval Estimates amount to \$149,000,000, of which \$61,000,000 is being absorbed by new construction. During 1939 there will be 200 naval vessels building in British yards. Among this new fleet are nine battleships, six aircraft carriers, 25 cruisers, 43 destroyers and 19 submarines. In the last financial year, 43 new ships were commissioned, and the next twelve months will see 60 additional men-of-war joining

(continued on page 2)

Rehousing Britain

4,000,000 NEW HOMES

By John Connell

Together with the post-war increase in Britain's population has come a general rise in the standard of living. The need has been not only for more but for better houses. Since 1918 nearly 1 million new houses have been built in Britain, rehousing a great part of the total population—a population of 45 millions, with a density which exceeds for instance that of Germany by more than 100 persons per square mile.

The average Briton's insistence on the importance of his home is proverbial. The British are a nation of home-builders. The home is a great factor in British economic, political and social stability.

The Englishman regards his home essentially as a house, and he prefers his house to have a small garden. To live in a flat, however much it may be done in the big towns, and particularly in London, is not, the English think, quite natural. The Scots have always taken to it more easily; flats have been long an established part of the Scottish social system, and in Edinburgh and Glasgow there are far more flats, in proportion to the population, than there are in any English town.

In the twenty years since the Great War there has been a remarkable development in the building of houses in Britain. A not inconsiderable part of the total population has been rehoused. In all, since 1918, 3,824,948 houses have been built; more than 1,340,000 of these were erected under State or municipal schemes and with State assistance.

The Power of Britain

(Continued)

their squadrons at sea. British industry is not running on a "war-time" basis and should trouble come, our tremendous armament programmes could be much accelerated.

Britain's aerial rearmament is proceeding at a stupendous pace. In 1920 the total strength of the R. A. F. was only 32,000 men; today that strength has risen to nearly 130,000 officers and men, and the Service contains some 2,250 "first line planes," exclusive of the Fleet Air Arm. Recruiting in 1938 more than equalled the total strength in 1935, and the production index for new machines stands 150 per cent. higher than it did in May of last year. New aircraft factories are working at full production rate, many of them stand on what was vacant ground a year ago—and no less than £250,000 a day is being spent on the actual production of new machines.

The quality of the R. A. F. is beyond dispute. The Hurricanes and Spitfires are the finest "fighters" in service, and the British bombers—Battles, Hampdens, Whiteleys and Wellingtons—are fully capable of delivering an effective attack wherever ordered. It is too often forgotten that bombing planes can fly from Great Britain as well as towards her.

The present British Army is slightly smaller than the Army of 1914; but in fire power, equipment and mobility it is far superior to the gallant Divisions that formed our original Expeditionary Force to France. Military recruiting has reached the highest figure since 1918—a record shared by all three fighting services—and the growth of the Territorial Army from 136,000 last August to 340,000 today is good evidence of the ordinary man's feelings towards recent events.

When the Secretary of State for War introduced this year's Army Estimates he made two announcements of great importance: the organisation of an Expeditionary Force of 19

Rehousing is under the supervision of the Ministry of Health, and it has become one of the most important parts of the department's work. Successive Ministers have launched housing and slum clearance campaigns, and year by year the number of houses built mounted, until, in 1937, (the latest year for which figures are available) 72,800 houses were put up with State assistance. If those erected solely by private enterprise are added, the total is much greater.

In the matter of housing public and private enterprise have been combined with considerable efficiency. The end of the War found Britain's mass of population, on the whole, poorly housed. The successive waves of the Industrial Revolution had passed, each bringing its dense increases of population in newly industrialised areas, but by the beginning of the third decade of the twentieth century, the cottage dwellings, the tenements and the mean streets, put up in each period of expansion, were often unsatisfactory, cramped, old-fashioned and dangerous to health. The legacy of the Industrial Revolution might be a very high standard of living, but another part was the slums. London and the great industrial and dock cities all had huge areas of over-crowded, insanitary tenements, and drab little houses. "Haunts of vice, misery and

Divisions, and the creation of a new Army Command—the "Near East Reserve". Official announcement of this Expeditionary Force confirms what has been generally known for some time—that Great Britain recognises no "limited liability" in war, and that she is determined play her full part in all three elements. Full details of the Near East Reserve are not available, but troops now in Palestine and Egypt will form the nucleus of the Reserve, which will be completely independent of Great Britain for stores, ammunition, and reinforcements. A glance at the map will show the tremendous importance of this new force. Its very creation has killed any hopes that a temporary closing of the Central Mediterranean would cripple British military operations in the Near East, the Balkan Peninsula or North Africa.

The technical equipment of the British forces is fully equal to any demands that may be made upon it, and the spirit of the fighting services is higher to-day than ever before. The number of British-built, or British-designed, ships in foreign navies, the British planes and tanks in other countries, tell their own story of technical excellence. The defiant ruins of Ypres, the slopes of Vimy, the shell-scarred ramparts of Gallipoli, the road that leads from Amiens to the Rhine—all these, no less than the free passage of countless ships at sea, tell of the British spirit that will not bow before an oppressor. Great Britain carried the banner of freedom against Louis XIV, against the great Napoleon and against the War Lord of Doorn. If need arise, she will carry it once more to victory.

The world respect greatness but abhors tyranny, and the strength of the British Empire is all the greater because it is founded on freedom. It is this freedom is challenged—either in our own territories or in the territories of those weaker than ourselves—there can only be one answer.

Out of such a conflict, in such a cause, Britain will emerge to-day as in the past, triumphant and victorious.

crime", the older social reformers called them, but to the twentieth century, it seemed that they were bug-ridden, and that in them the rates of death from tubercular diseases, infant and maternal mortality were much too high.

Slum clearance began on a large scale. It was accompanied by a great demand for better houses from many people who did not live in "slums" at all. The immense development of road transport, and the trend of industry towards London and the South of England, with all its powerful factors in this same movement. The growth of the population in the satellite towns and suburbs round London has been one of the most formidable phenomena in English post-war life. It has been largely helped by the building of new arterial roads, which have attracted new industries, and by the pushing out of London's system of underground trains and buses into what used to be the country-side of Middlesex, Hertfordshire and Essex.

The London County Council sponsored one of the biggest of all housing development schemes at Dagenham, on the Essex marshes. In 1921 the population of Dagenham was 9,127; by last year it had grown to nearly 110,000. A country village has become a fair-sized town. It is one of the biggest experiments ever conducted in housing by public enterprise in Britain. Rank upon rank the little red-roofed houses stand, each in its own strip of garden, in long lines of neatly spaced roads and terraces, with the marshes and the Thames in front, and the low hills behind.

Its population is drawn largely from East London, from slum-clearance districts in the thickly populated areas of Bethnal Green, Shoreditch, West Ham and Stepney. The building of Dagenham and its steady growth have attracted industry to its neighbourhood, notably the Ford Motor Company, which has established its British factory within easy reach, beside the Thames. Large numbers of the inhabitants of Dagenham, however, still work in the older industrial areas of London, and travel considerable distances to and from their work every day.

All round London huge new "dormitory" suburbs have grown up, particularly in the last decade. Near the busy arterial roads leading out of the capital, the speculative builders' estates have multiplied. Orchards and pasture land, park and heath have been swallowed up remorselessly in this process.

The rate of the growth of population in some of the more outlying suburbs since the census of 1921 is striking evidence of the amount of rehousing which has been accomplished. The growth of three suburban towns since 1931 as shown in these figures is but typical.

Population in 1921 Population Today		
Ilford	85,191	160,000
Hendon	50,014	155,800
Harrow	49,020	160,300

A great many houses have, in these and many other districts, been made to grow where none grew before. The growth has been accomplished largely by builders' estates. Architecturally and aesthetically, none of these estates is of much value. But as a social development they are extremely important. They are as typical of twentieth-century urban life as were the crowded, insanitary little streets of the period of the Industrial Revolution. They are inhabited by almost all grades of the urban worker, from the semi-skilled artisan, the postman, the bus-driver, the policeman, the small salaried professional man, the clerk, the minor accountant, the journalist, the civil servant in a subordinate position.

The chief feature of all these houses on all these estates is their

Aviation News

WARPLANE PRODUCTION.

The King's tour of aircraft factories in Lancashire has extended his first-hand knowledge, gleaned in a series of visits during the past few months to other centres of aircraft production, of the great manufacturing organization which is boosting British warplane output month by month.

Only a few days ago Sir Kingsley Wood, Secretary of State for Air, declared that monthly rate of warplane output had expanded more than fourfold since the beginning of last year. Yesterday, with still later figures in his possession, he was able to announce that March was a record month for aircraft production. And several of the large new factories and extensions to existing factories, authorized in the first few months of 1938 as part of a bold and imaginative new scheme for augmented output, have yet to come into full production. "Peak" output is yet far from reached.

The King served with the Royal Air Force during the War, and retains keen interest in every aspect of air power. He pays particular attention to aircraft armament and to all that immediately affects the pilot's comfort, his control of the aeroplane, and his ability to navigate a proper course. He is fully aware of the importance of such details as ensuring good outlook in all directions for landing and fighting the aircraft, and of providing quarters in which the efficiency and morale of the crew are not affected by cramping or discomfort after an hour or two aloft.

Bombers.

His first call at a Lancashire aircraft factory was to the Avro works at Fallowfield, where component parts are made for assembly in a main factory at

respectable sameness. They all have little gardens, front and back; they all have labour-saving kitchens and tiled bathrooms. Their furniture, their radio gramophone and their vacuum cleaner are all purchased on the instalment plan, and they are, from house to house, totally indistinguishable from one another.

It is easy to grow a little contemptuous of these manifestations of the English instinct for home. But they do represent the genuine realisation of an ideal—a secure, cosy, fenced-off home of their own for every family. One of the great building societies which have financed the purchase of these houses by individual small owners displays, as the principal poster in an extremely successful advertising campaign, a picture of a grave-faced but eminently worthy citizen, standing beside his garden gate, fingering the shoulders of his equally worthy small son and saying "It's grand to have a home of our own son".

That is very sound psychology. To the satisfaction of that deep-rooted English desire, the State campaign, the growth of London Transport, the builders' efforts and the building societies' prudent loans towards easy purchase, have all contributed.

The manner in which the rehousing has been done, the ribbon development, the haphazard swallowing up of agricultural land, are open to criticism. It has certainly created special problems of protection against air attack.

But in its immediate and valuable objective of giving the people of Britain comfortable inhabitable and healthy homes, the British rehousing effort since the War must be counted an important element in the history of the time.

Newton Heath, Manchester. Mr. R. H. Dobson, executive head of the Avro organization, showed the King round. Among those with him were Mr. F. S. Spriggs, managing director of the Hawker-Siddeley Aircraft Company, the group of which the Avro company is a unit, and Sir Charles Bruce Gardner, Chairman of the Society of British Aircraft Constructors.

Chief present activity of the Fallowfield factory is the manufacture of parts of Bristol Blenheim twin-engined bombers, 295 m. p. h. monoplanes capable of bombing missions over distances of nearly 2,000 miles which are pouring into service from three factories—Bristol, Avro and the aircraft "shadow" factory run by the Rootes motor-car people at Speke, Liverpool. In an astonishingly short time Mr. Dobson, a genius among production chiefs, and his staff have achieved high output of the Blenheim. Concurrently, the Avro factories are busy on contracts for the Anson general reconnaissance and trainer monoplane, a twin-engined craft which in the past few years has earned an enviable reputation for dependability and efficiency. Large numbers of Ansons have been exported in the Empire and to foreign countries.

Like every leading British aircraft constructor, the Avro concern is not solely concerned with output. In military aviation, maintenance of technical quality ranks equal in importance with output, and during his visit the King was shown the Avro contribution to the newer and even more formidable warplanes foreshadowed recently by Sir Kingsley Wood.

Speeding Output.

After lunch the King went to Heaton Chapel, largest of the Fairey company's four factories. It is at present engaged on production of Battle single-engined bombers, low-wing all-metal monoplanes capable of maximum level speed of 257 m. p. h. Many ingenious processes have been adopted to accelerate Battle output.

The King examined closely some of the more elaborate machines employed, including a triple-action hydraulic press which presses out fuselage frames in a few seconds, and a jig-borer (used in making the jigs or master gauges essential for rapid manufacture) which is housed in a temperature-controlled room and bores holes in machine-tools to an accuracy of less than one ten-thousandth of an inch.

Here, too, the King—now under the guidance of Mr. C. R. Fairey—saw a "secret" warplane, this time a new Fleet Air Arm aircraft. The Fairey company has specialized for years in the design and manufacture of aeroplanes for the Navy, and has recently supplied large numbers of "Swordfish" torpedo-spotter-reconnaissance biplanes for service in aircraft carriers.

IMPERIAL DEFENCE.

Measures to widen the experience of Empire pilots and to acquaint them with the fast bomber and fighter monoplanes now arming the Royal Air Force in quantity are in full swing. Hawker Hurricane 335 m. p. h. single-seat 8-gun fighters and Bristol Blenheim bombers have been delivered to South Africa. Canada is receiving batches of Hurricanes for fighter training. New Zealand will have received by the end of this year a large number of serviceable but adolescent military aircraft for training of pilots of an augmented Dominion air force and, in addition, a force of Vickers Wellington high-performance bombers.

(Continued on page 4)



The interpreters of the leading rôles of "Hamlet" at the Teatr Polski: 1. Laertes JAN KRECZMAR, 2. Ophelia — ELŻBIETA BARSCZYŃSKA, 3. Hamlet — ALEKSANDER WĘGIEŃKO, 4. King Claudius — GUSTAW BUŻCZYŃSKI, 5. Queen Gertrude — LEOKADIA PANCEWICZ — LESZCZYŃSKA. (Photograph from the studio of Stanisław Brozowski).

"HAMLET" in WARSAW

For the last twenty-six years, that is since the moment when it came into existence, the *Teatr Polski* has specialized in the producing of all the great plays of Shakespeare, and for the last dozen years, thanks to a long series of performances of all the best tragedies and comedies of the world's greatest playwright, many of which were produced in several new versions of the *mise en scène* cast and decorations, it has earned the well merited reputation as the Warsaw Shakespeare theatre.

The season has given us a new *mise en scène* of *Hamlet, Prince of Denmark* after a lapse of seventeen years, the first performance having taken place on the 2nd May 1922, with dr. Arnold Szyfman as producer and Karol Frycz arranging decorations and costumes. It was then played forty-nine times, Wojciech

Brzydziński's romantic and poetic creation of the melancholy prince giving a lasting record on the history of the Polish theatre.

The fresh setting of the tragedy brings credit to the managers of the *Teatr Polski* who well aware of the perennial worth of *Hamlet*, have fully understood the need of putting it on from time to time as a wholesome mental food for theatre-goers.

The fact that a new translation of the masterpiece has been made shows the solicitude with which the producers have been handling the matter. It is Jarosław Iwaszkiewicz, the renowned Polish poet, who is the translator. Not a whit of the beauty of Shakespeare's thought and word has been lost in this perfectly remarkable translation. We do hope it will appear in book form to take the place of all those now extant.

The *mise en scène* is the work of Aleksander Węgieńko who prepared it with care and trouble. Thanks to his direction Shakespeare's words fell distinctly and convincingly. The thirty odd scenes changed as quickly and without breaks as at a film show.

Mr. Władysław Daszewski was less fortunate in his decorations. His dividing the stage into two levels gave the tragedy an excessively monumental decorative frame. The subtleties and niceties of many scenes and moments taking place on the stage farther from the public were thus lost for the audience. The stage-designer's scheme must have made the work of the producer doubly difficult, hindering him as it did in the realization of the proper substance of the tragedy. On the other hand, Mr. Daszewski's costumes are excellent.

Over and above all this the success of the performance lies in the first place in the actor playing the title rôle. Aleksander Węgieńko did not hesitate simultaneously to be for the first time both the producer and also Hamlet himself. His Hamlet had youth and the good diction necessary to the utterance of the great soliloquies. The dynamic parts, however, as well as the pretended madness of Hamlet were less convincing than the lyric and reflexive moments.

The rôle of Ophelia will belong to Elżbieta Barszczyńska's great achievements. She has kept up the grand tradition of this rôle on

Polish scenes (Helen Modjeska and Irena Solska among others). Her Ophelia combined the style of classic tragedy with modern means of histrionic expression. She breathed deep and noble sentiment, attaining in the scene of madness the highest dramatic tones.

Queen Gertrude found a majestic representative in the person of Leokadia Pancewicz-Leszczynska. King Claudius interpreted by Gustaw Bużczyński happily avoided the too great blackness of character as murderer of his brother and usurper of the throne, becoming a more natural and human person, at the same time thanks to the magnificent appearance of the artist striking the onlookers by his indeed royal carriage and gesture. The great talent of Jan Kurnakowicz showed that it can overcome any difficulties and succeed even in a rôle so unsuitable to his character

as that of Polonius. Jan Kreczmar, an artist dominating in rôles of the great repertoire, gave Laertes youth, romantic beauty and enthusiasm. Horatio received an eminent representative in the person of Stanisław Zeleński. He was so moving, had so much feeling and warmth, that this "scenic shadow" of Hamlet began to live an individual life.

To the rest of the cast belong Jerzy Pichelski (Fortinbras), Jerzy Kaliszewski (Rosencrantz), Stefan Michalak (Guildenstern), Jan Bonecki (First Clown), Tadeusz Kański (Ghost of Hamlet's Father), Aleksander Bogusiński (Second Clown), Artur Socha, Jan Koecher (Players), and Saturnin Butkiewicz (Osric) who acquitted themselves of their task quite adequately and correctly. The music was by Michał Kondracki.

Jerzy Macierakowski.



Horatio
STANISŁAW
ZELEŃSKI
and Hamlet
ALEKSANDER
WĘGIEŃKO.

Final scene of the tragedy. — (Kreczmar, Bużczyński, Węgieńko and Pancewicz-Leszczynska).



The Jerusalem Folk Museum

Cultural Progress Amid Political Strife

The cultural life of Palestine is not interrupted by political disturbances. The Jerusalem Folk Museum, for instance, has, since 1936, successfully carried on its work of preserving a record of Palestinian civilization.

The Museum is managed by a joint committee of British, Arab and Jewish residents.

At a time when political anxieties are uppermost in men's minds and the pursuit of art and knowledge is hampered by the violence of nationalist feeling, it is pleasant to record that the Palestine Folk Museum is receiving steadily increasing support from all sections of the Palestine community, as was evidenced recently when a gala premiere of Walt Disney's masterpiece, "Snow White and the Seven Dwarfs", given in Jerusalem in aid of the Folk Museum, was attended by the High Commissioner, British Officials, members of the Consular Corps, and a large and representative audience.

Founded in 1936, the Folk Museum aims at forming a representative collection of the costumes, jewellery, saddlery,

pottery and tools, both occupational and domestic, which are in use in Palestine at the present day, but which, owing to the rapid westernization of the country, are, even in the remoter districts, being superseded by European machine-made and mass-produced goods. Funds permitting, the scope of the Museum will later be enlarged to cover the neighbouring territories of Syria, Iraq and Arabia.

In spite of the fact that, almost from the day of its inception, the Folk Museum has had to carry on its work in a country harassed by civil strife, an astonishing amount of material has been collected from all over the country, classified, catalogued and placed on exhibition. The gay costumes of the peasants take pride of place, and of these no less than forty (all complete down to the smallest detail) have been collected, ranging from Khan Yunis in the south to villages in the far north of Galilee — for in spite of the smallness of the country, there is a remarkable diversity in the



A peasant woman from the Hebron district of Palestine in gala costume

apparel of its inhabitants, owing no doubt to its mountainous character and the fact that before the British occupation very few roads existed.

Purchases are made by members of the committee familiar with the Arab peasantry, who travel through the country in search of material. Care is taken both to ensure that only complete and fully authenticated specimens are secured and to explain in clear and simple language to the

The Source from where Shakespeare got the information about the Castle in Hamlet

The big reputation English instrumentalists enjoyed as far back as in the 16th and 17th century brought many English companies of musicians and dancers to Denmark and to many other countries.

The Danish Royal Court was very closely related to England through the marriage of King James I to Queen Anne, the sister of Christian IV of Denmark and had almost permanently English artists at its service. One of them was the world known composer and lute player, John Dowland who was attached to the Royal Musical Band for eight years on a Royal Salary equal to the annual salary paid to an

Admiral of the Danish Realm; Dowland dedicated his famous "Lachrymae or Seaven Teares. Pavans", written in Denmark, to Queen Anne.

Among prominent artists from England, appointed to the Danish Court, a colleague and friend of Shakespeare, William Kemp, was active as the head of an English group of "instrumentalists and dancers".

The English Company in question gave a series of performance in 1586 at the Castle of Kronborg, in the neighbourhood of Elsinor, in Denmark and Kemp told Shakespeare about it for "Hamlet" and made it famous for ever.

Shakespeare was in close relations with many of the contemporary musicians and dedicated to John Dowland for instance one of his glorious sonnets.*)

Dr. Alicia Simon

*) V. C. Ravia, "English Instrumentalists at the Danish Court in the time of Shakespeare".

(Continued on page 4.)

AVIATION NEWS

(concluded)

Eighteen of the thirty Wellington long-range bombers ordered by the New Zealand government are to be flown from England to New Zealand this year. They will be delivered by air in three formations of six. Crews to man the Wellingtons will include New Zealand pilots who have graduated in the Royal Air Force in Britain. No attempt at a record England-New Zealand flight is contemplated, but the 13,000-mile journey across half the world will provide valuable experience for the men and a useful demonstration of the Wellington's high speed and capabilities.

Wellingtons are issuing in quantity from Vickers works at Weybridge. They succeed in production the Wellesley bombers which, powered by a Bristol Pegasus air-cooled radial engine, smashed by hundreds of miles the world non-stop point-to-point distance record. Two Bristol Pegasus supercharged engines, driving three-bladed constant-speed aircrews, provide power in the early models of the Wellington; more powerful engines are scheduled for installation in later batches. The Wellington is provided with three gun staking for self-defence against attacking fighters — in the nose, amidships and in the tail. The crew numbers four or seven according to the particular mission to be accomplished.

For Rapid Expansion.

In addition, New Zealand will receive no less than 250 biplanes which have given dependable service with Royal Air Force squadrons in the Near and Middle East and are now superseded by modern high-performance aircraft. First batches are already on the way. Among them are Gordon two-seat day bombers, Viceroy general-purpose aircraft, Vildebeest torpedo bombers, and variants of

the famous Hart light bomber, including the Hardy general purpose aircraft as supplied to squadrons in Iraq.

Notable flights have been accomplished by the first of the new monoplanes delivered to the South African Air Force. Piloted by Captain R. Preller, a Hurricane flew 335 miles from Durban to Pretoria in 73 minutes point-to-point, averaging 276 miles an hour in weather conditions which hampered navigation. A Blenheim bomber set up a record for the journey Capetown — Pretoria, making the flight of 335 miles as the crow flies in 3 hours 22 minutes point-to-point at an average speed of 248 miles an hour.

AIR TRANSPORT ANNIVERSARY

Fifteen years ago a major change in government policy caused the amalgamation of four leading air transport companies one of them Handley Page Air Transport, Ltd. — to form Imperial Airways. The new company is charged to develop air transport on European and Empire routes. At the time of its formation 15 single-engine and twin-engine aircraft which by present standards appear quaint relics of the war era, made up the company's fleet. They operated over a total route-mileage in Europe of 1,760 miles.

Imperial Airways began to expand, on a policy of safety and comfort, though the world's most ambitious air transport scheme — the Empire Air Mail "flat rate" services — had not yet been conceived. In 1930 the introduction of the Handley Page H. P. 42 four-engine biplane airliners, able to carry 38 passengers and a crew of five, inaugurated a new age in air travel. They won over thousands of passengers who had hitherto shunned the air. Technically they embodied innovations which broke with the past and formed the stepping-stone to the future. Eight of these great airliners were built. One was destroyed on the ground by fire in a hangar at Karachi. Each of the remaining seven has flown well over a million miles. They have carried some 300,000 passengers without the slightest injury to one of them — a record unequalled in the history of air transport.

Today, Imperial Airways operates 87 multi-engine airliners over 30,000 miles of regular air routes which cover half the world, connecting Britain with Egypt, India, Africa, Malaya, China, Australia. Its aeroplanes have carried 631,000 passengers and have flown more than 40,000,000 miles. Safety and comfort still form the watchwords of the company, while introduction of new British airliners will enable routes to be opened up across the North and South Atlantic, the Tasman Sea, and, within measurable time, the Pacific Ocean to complete a British "all-red" air girdle round the Earth.

BRITAIN'S AIR CADETS

The ten thousand boys of Air Defence Cadet Corps, which is composed of lads between the ages of 15 and 18, will go to camps during the summer months for training. The Corps now has more than 100 squadrons, each consisting of 100 boys.

Some seven hundred boys of the senior squadrons may go to special camps for instruction in gliding at the expense of the Air Ministry.

THEATRES AND MUSIC

ALIBABA. "Sezonie, otwórz się".

(Musical).

ATENEUM. Maszyński and Jaracz in "The Barber of Seville" (by Beaumarchais).

BUFFO. Węgrzyn in a comedy by Nestor "He had a pleasure".

CRICOT. Closed.

FILHARMONIA. International festival of modern music.

KAMERALNY. "Elsabell, woman without men" (French drama).

KONSERWATORIUM. Occasional Concerts.

LETNI. "Penjonten wo dworze" (new Polish comedy).

MALE QUI PRO QUO "Strachy na Lachy" (Musical 7.30 and 10).

MALICKI. Marszałkowska Street Malika in "An Enamoured Wife" (comedy by Porto-Riche).

MAŁY. Przybytko-Potocka, Ziembiński and Woltecki in "The Importance of Being Earnest" (new production of Oscar Wilde's comedy).

NOWY. Cwiklińska and Lubieńska in "Hay Fever" (by Noel Coward).

NARODOWY. Gorczyńska in "Cineriths Vell" (new comedy of Januszewski).

POLSKI. Barszewska, Pancerzewska Węglerek and Kreczmair in "Hamlet".

REUTA. "Anny and the Ghost" (Polish comedy by Adam Bunczek).

TEATR 8.15. Lucyna Szczepańska in "A Lark (opérette by Lehár).

TEATR WIELKI — OPERA. Two weeks of popular performances.

CIRCUS. Wrestling.

C I N E M A S

ATLANTIC. "Luiza Rainer and Miliza Korjus in 'The Great Waltz'." (Musical or a life of Strauss).

BALTYK. Raimu in "La Bataille de la Arne".

CAPITOL. Shirley Temple in "Little Miss Broadway".

CASINO. Picheleki in "Biały murzyn" (Polish drama).

COLOSSEUM. Beery and Taylor in "Stand up and Fight".

EUROPA. Loretta Young in "Kentucky".

IMPERIAL. Barbara Stanwyck in "A Girl worth a million".

NAPOLEON. Vivianne Romance in "Gibraltar" (French spy drama).

PALLADIUM. Deanna Durbin in "Three smart girls grow up".

PAN. Barszewska and Picheleki in "Trzy Serce" (Polish drama).

RIALTO. Errol Flynn in "Four's a Crowd".

ROMA. Cary Grant in "Gunga Din".

STUDIO. Diesel in "Der Grüne Kaiser".

STYLLOWY. Brodiewicz in "Dr. Murek" (Polish drama).

SWIATOWY. Fernand in "Le Tour du monde po 25 centimes".

VICTORIA. Szczepko and Tonko in "Widzisz? Polak folk".

All the above cinemas play at 5, 7, 9.

ARTE EXHIBITIONS

I. P. S. Exhibitions by the Professional Union of Painters and Wacław Wąsiewicz.

ZACHĘTA. Paintings by Zawadzki, Rogowska, Domaradzki, Styka, Zukowski and members of the "Pro Art" Society.

NATIONAL MUSEUM. Paintings by Adam Chmielewski (Brother Albert).

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March 29th, 1939.

The Editor, "Warsaw Weekly"

Dear Sir,

I would be very much obliged if your newspaper could obtain for me persons to correspond with, boys or girls in Poland, aged fourteen to sixteen years.

I would like Poles who can correspond in English.

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Yours faithfully,

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Circular

1. British subjects in Poland are hereby reminded of the desirability of registering themselves either at the British Consulate at Warsaw or at one of the British Vice-Consulates (Katowice, Lwów, Łódź, Poznań, Gdynia).

2. It is hoped that most of the permanent British residents in Poland are already registered with one or other of the British Consular officers in this country. In order, however, to make sure that the registers are up to date and that the addresses noted in them are correct, all British subjects, whether residents in or visiting Poland, are requested kindly to send either to the British Consulate in Warsaw or to one of the British Vice-Consulates mentioned above a note of (a) their full name, (b) address in Poland, (c) exact national status, (d) occupation, (e) age, (f) details of their passport, and (g) particular of other members of their family living with them in Poland. In the case of a concern employing several persons the information may be furnished either by each person individually or by the senior employee in Poland.

3. This opportunity is taken to inform British subjects that it is their duty, as it will be to their advantage, to conform to Polish Government regulations and advice concerning Air-Raid Precaution measures. No other measures are contemplated or available for non-official British subjects.

4. Will recipients of this circular kindly show it or communicate its contents to any British subjects of their acquaintance, whether residents or visitors, who have not received it direct?

British Consulate,

Warsaw,

March 29, 1939

BRITISH PASSPORT CONTROL OFFICE

UJAZDOWSKA 18, WARSAW

№ 135/36

The following persons are entitled to receive visas or immigration certificates for Palestine

No. of certificate	NAME	Age	Category	Last date of visit	Admission	Remarks	Address
2405	192 GUZIK Belle	69	G	—	31.5.39	—	Rawa Ruska, Al. 3-go Maja
2405	197 STEINER Salomon	69	G	—	30.6.39	—	21 ul. Zwirki i Wigury, Strz.
2419	1115 WINER Golda	33	G	—	23.3.40	—	—
2419	1116 WIRGIN Berak	61	G	—	31.6.39	—	Złota 71/18, Warsaw
2419	1117 STOBIECKI Laja	62	G	—	20.3.40	—	6, Kościuszki, Bełchatów
2419	1118 SINGER Moses	54	G	—	30.4.39	—	73, Czarneckiego, Przemysł
2419	1119 SZTRAUCH Fajda	63	G	—	31.5.39	—	11 ul. Pabjanicka, Bełchatów
2419	1107 ENDZWEIG Meier	60	G	—	10.9.39	—	Zbyszyn, Lager Muhle, Elage
2418	15 DIAMENT Mojze	—	G	—	30.9.39	—	Bedzin, Koljajta 55
2418	136 NUSSBAUM Josef	—	G	—	13.4.40	—	Rynek 10, Sandomierz
2418	129 HILLER Israel	—	G	—	17.12.39	—	c/o Muller, 10 Bernardńska, Rzeszów
2419	127 KLOCMAN Gosew	38	G	—	31.7.39	—	66 Grochowska, Warsaw
2419	1128 WAJDENFELD Joel	64	G	—	30.11.39	—	—
2419	1127 SŁONICKI Mordka	71	G	—	31.10.39	—	Al. 1-go Maja 4, Łódź
2419	1126 ROZENMAN Esfira	36	H	—	28.6.39	—	34 Nowolipki, Warsaw
2419	1125 PINSKI Chasy	62	G	—	30.3.40	—	c/o Pinski — Musikant, ul. Brzeska 37/51, Pinał
2419	1124 MENN Dawid	53	G	—	30.9.39	—	113/22 Leszna, Warsaw
2419	1123 KAC Mates	57	G	—	29.9.39	—	ul. Chrobrego, Mława
2419	1122 GORDON Samuel	67	G	—	30.9.39	—	c/o M. Gordon, ul. Trocka 11/20, Wilno
2419	1121 BREGMAN Rywka	—	H	—	25.6.39	—	24/5, Stefanowa, Wilno
2419	1120 BAUMGOLD Samuel	30	G	—	30.9.39	—	ul. S. P. W., Kalisz

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